

## BIG BUSINESS AT LINCOLN STOCK YARDS

### FEEDING IN TRANSIT ON THE INCREASE AMONG SHIPPERS.

Nebraska and Wyoming Ranchmen Feeding Many Cattle at Lincoln This Year.

(By John W. Thomas)

A few years ago, after making some investigation as to the benefits of feeding in transit, I began recommending the same. After some further observations and investigations, I felt like renewing the recommendations.

One reason why I feel that I can safely make such recommendations is that the practice of feeding in transit is growing among successful ranchmen who ship large numbers of cattle. The condition in which his cattle reach the market means much in dollars to the shipper, and even many experienced stockmen who ship a long distance have learned that it pays them well to unload their stock at feeding yards conveniently distant from the market to which they are shipping and have the animals rested, watered and fed before completing the journey.

Of course, where cattle are shipped a great distance, this is necessary and I think in some states is required by law, but even where the distance is not so great that they could not be shipped clear through without feed, shippers are finding that it pays to unload if they can do so at a feed yard conveniently located and properly equipped to handle their stock.

In this connection I wish to mention a visit which I recently made to the Lincoln Union Stock Yards, located at Burnham, southwest of the city. Harry L. Carpenter, well known and popular with western ranchmen, has been the manager for quite a number of years and with the assistance of efficient helpers has built up a big feeding in transit business at these yards.

By persons who are in a position to know, these are said to be the best feed yards in the United States today. The entire yards are all paved except eight pens. There are 125 single and 16 large pens, having a capacity of 205 carloads.

These yards are supplied throughout with electric lights so that stock can be easily handled night or day. With an abundance of good water and convenient facilities for feeding, these yards are popular with shippers who patronize them, last, but not least, is the convenience of these yards to Omaha, St. Joseph and Kansas City, the three markets to which nearly all of the live stock passing through Lincoln is shipped.

The resting of cattle from twelve to twenty-four hours at the Lincoln yards means much to Nebraska and Wyoming ranchmen who ship over the Burlington railroad. It means that they have the advantage of the best feed yards facilities in the United States; that their cattle will be carefully unloaded, yarded, watered and fed, and finally reloaded and forwarded at such time as will insure arrival on the market at the proper hour, looking clean and fresh and in such condition as to fill

properly and sell to the best possible advantage. Instead of being tired and worn out from standing in the cars twenty-four to thirty-six hours.

Cattle arriving at the market from a long run, tired and footsore, cannot be properly "fitted", and as a result, such shipments will suffer excessive shrinkage. I think commission men generally will agree with this statement. Cattle arriving on the market late have no chance to fill and are at the mercy of buyers who have probably taken their pick of the early offerings. By unloading at the Lincoln yards, cattle can be put in any of the above mentioned markets in good condition and at a reasonable time.

That the above statements are in harmony with the opinions of ranchmen is indicated by the fact that feeding in transit is growing, the Lincoln yards this year having the largest run they have ever had. It should be stated here in conclusion that these yards are enlarged as necessity demands.

### "FEELING BETTER EVERY DAY I LIVE"

Mrs. Gossage Gains Twenty Pounds Taking Tanlac—Troubles Ended.

"I've gained twenty pounds since I began taking Tanlac and I'm feeling better every day I live," said Mrs. J. A. Gossage, of 440 North Lawrence street, Kansas City, Mo.

"For two long years I suffered from stomach trouble and nervous indigestion," she continued. "Every thing I ate soured on my stomach. Gas would form and press against my heart until it would flutter and beat so fast I felt like I was going to smother. I had severe pains around my stomach and there was a gnawing feeling there, too. I was so dizzy that if I stood up suddenly I would stagger and had to hold on to something to keep from falling.

"I had tried all sorts of medicines hoping to get relief but nothing did me any good until my brother-in-law persuaded me to try Tanlac. He had been greatly helped by it and I

hadn't taken a half a bottle before I noticed gas didn't form and make me sick any more. Of course I kept right on taking Tanlac after that and now I can eat anything I want without any trouble and I feel so fine I can do all my housework without getting tired. From the way I'm gaining in strength all the time I am convinced that I'll soon be as well as I ever was in my life and I'm glad to tell others what I think of Tanlac. It's done me more good than everything else put together."

Tanlac is sold in Alliance by F. E. Holsten, in Hemingford by Hemingford Merc. Co., in Hoffland by Mallery Grocery Co.

#### Distinct Variety.

There are several kinds of fools, including the smart man who thinks he is too smart to get caught.—Achtison Globe.

"All things come to him who waits" belongs to the leisurely past.

No good live American would father the phrase now.

Present day successful ones get a strangle hold on what they want, and hang on.

All things come to him who uses printer's ink and goes after what he wants.

#### Not His Unlucky Number.

Richard Wagner was essentially a child of the number 13. He was born in 1813. Add the numbers 1, 8, 1, 3, and we have again 13. Wagner had 13 letters in his name. He composed 13 great works. He finished "Tannhauser" on April 13, and it was produced on March 13. And Wagner died on February 13.

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